

Cp 386.2
R32p
1871

Report of directors of the
Albemarle + Chesapeake canal
Co. 1871



**Library of the
University of North Carolina**

Endowed by the Dialectic and Philan-
thropic Societies.

Cp 386.2- H32p 1871

SIXTEENTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

Albemarle & Chesapeake Canal Company,

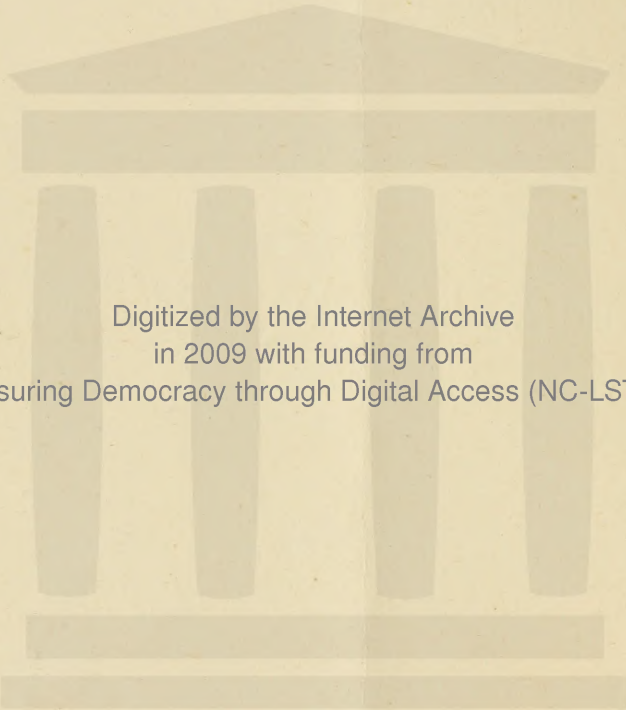
FOR THE

FISCAL YEAR ENDING SEPTEMBER 30, 1871.

NORFOLK:

PRINTED AT THE JOURNAL JOB OFFICE, ATLANTIC BLOCK, MAIN STREET.
1871.





Digitized by the Internet Archive
in 2009 with funding from
Ensuring Democracy through Digital Access (NC-LSTA)

SIXTEENTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

Albemarle & Chesapeake Canal Company,

FOR THE

FISCAL YEAR ENDING SEPTEMBER 30, 1871.

NORFOLK:

PRINTED AT THE JOURNAL JOB OFFICE, ATLANTIC BLOCK, MAIN STREET.
1871.

cp 386.1
732p

PRESIDENT:

MARSHALL PARKS.

SECRETARY AND TREASURER:

B. F. TEBAULT.

AUDITOR:

A. C. POWELL.

COLLECTOR:

ISAAC H. PARKER.

REPORT.

To the Stockholders of the Albemarle and Chesapeake Canal Company :

Since our last annual meeting the canals of the Company have been in constant use, and the navigation has not been interrupted. The excavation made through Blackwater Flats in 1869 continues in good condition. It extends from the mouth of Blackwater Creek to a short distance below Ferebee's Island, in North Landing River, near Currituck Sound, a distance of six miles. The channel is only about forty feet wide at bottom, and the river being from half a mile to one mile in width, it is necessary to mark it by buoys and stakes, which are kept and maintained at the expense of the Company. Lately many large rafts of timber have passed through the river, carrying off all the stakes, and pilots having no other marks to guide them, frequently run their vessels aground.

A light house on Ferebee Island, and another at the upper end of this channel, would be of great assistance to the pilots. Small stakes cannot be seen at night, and to drive piles would endanger navigation. The attention of the Light House Department has been called to the deficiency of lights and buoys on the channel. Application has been made to the Department for two screw-pile lights, one to replace the light long maintained by the Company off Bell's Island, and the other off Mackey's Island, Currituck Sound. These two lights are very important to the safe navigation of the Sound at night, and it is hoped that Congress will make the necessary appropriation during the ensuing year to enable the Light House Department to erect them.

SOUTHERN BRANCH ELIZABETH RIVER.

The Elizabeth River is navigable for vessels from Norfolk to the locks of the canal, for vessels drawing eight feet water at *high tide*. The rise of tide averaging *three* feet, it is therefore quite impossible for vessels drawing more than *five* feet to go up to

the locks at low water, hence a delay of a few hours often occurs in reaching the canal, interfering with the regular departure of steamers from Norfolk. To make this channel sufficient at low water will require an improvement of the river, and it is hoped the recommendation made by the United States Engineers, who are now making an instrumental survey of the river, will induce Congress to make the necessary appropriations for its improvement.

NORTH LANDING RIVER.

This river, from the end of the canal at North Landing, is generally in good condition, and for vessels of ordinary length sufficient for the purposes of navigation. The removal of a few shoals and cutting off several points would improve the channel for steamers of greater length and tonnage.

CURRITUCK SOUND.

This beautiful sheet of water is ample for vessels drawing from six to seven and a half feet, depending upon the force and direction of the wind. Should the wants of the country at any time hereafter, require the enlargement of the canal, it would be necessary to improve the channel through this sound. There has existed a shoal some half mile in length off Bell's Island, where deep vessels have been detained during the prevalence of Northwest winds. The bottom being quite hard, when vessels grounded it was found impracticable to haul them off, and the Company has caused a channel nine feet in depth to be excavated through it. Owing to the exposed location of the work the Company's steam dredge was not deemed sufficient to execute it, and the powerful machine of the Virginia Dredging Company was secured to do it. The work is now completed, and it is hoped that no delay in the navigation at that point will ensue hereafter.

CEDAR BAY.

The light house which marked the entrance to the channel through Cedar Bay to the canal, having been destroyed last winter, has not been re-erected. It is an important light, and without it pilots find it difficult to enter the canal at night. It was the intention of the Company to replace this light, but it was suggested that the Light House Engineer, seeing its impor-

tance, would recommend that it be replaced by a screw-pile structure, capable of resisting the sea, and of greater illuminating power.

COINJOCK BAY.

The canal through Coinjock Bay has washed very much during the past year, and the west bank is scarcely observable at high water. It would be well to raise this bank several feet, so that on a change of wind, when the current sets to the southward, the water could not enter the canal except at Long Point. This would reduce the velocity of the current through the canal, and perhaps contribute to preserve its banks. Every effort to induce vegetation on this section has failed, perhaps from the fact that for many years a larger portion of the bank has been submerged.

NORTH RIVER.

The southern terminus of the canal, connecting with North River which empties into Albemarle Sound, dredged out a few years ago, may require some attention the ensuing year. During a heavy blow from the Northward, when the current moves South, it scours the canal below Coinjock Bridge to such an extent, that the depth has increased from its original eight feet to twelve feet in many places. The material thus washed out having reached the river and lost the force of the canal current, is deposited near the entrance and forms a bar, which at low water, may be an obstruction to navigation. The use of a dredge may be required to restore it to the necessary depth.

VIRGINIA CANAL.

The northern section of the canal in Virginia, with the exception of the middle division, and that part lying through a sandy soil between Great Bridge and the locks, received and required but little attention during the past year. Near Joliff's and Old's Point, several land slides through a sandy cut had to be removed and deepened. Below Great Bridge, for the same reason, the services of the dredge were required for some time. This portion of the canal, less than half a mile in extent, has cost more for repairs than the entire canal in Virginia. The excavation being through a ridge of sand, to preserve a suitable slope will require an enlargement of the prism of the canal. It would perhaps be proper to place sheet-piling for a considerable distance,

and cover the slope of the bank with muck, so as to induce vegetation, which has proved the best barrier to resist the action of the water displaced by the passage of steam vessels. The bank in the middle and first section of this canal is so high that our steam dredge cannot deliver over it the excavated material, and the labor to trim it back, greatly enhances the cost of the work; it has been suggested to build a floating-boom derriek as a remedy against such an expenditure. An elevated railway would answer perhaps; but is attended with considerable expense in the preparation of additional mud-buckets and pontoons for its movement. A new steam dredge, with the improved elevated and extended crane, would be the most expeditious and the cheapest mode; but the cost of such a machine is greater than the resources of the Company will justify at this time.

CAROLINA CANAL.

With the exception of that portion through Coinjock Bay, mentioned in the first portion of this report, the Carolina Canal is in good condition. That part of it from Church Island Road to the southern end, with the exception of a short space near the bridge, requires the removal of the heavy trees and bushes which have grown on the west side of its banks. The vegetation has preserved the canal from abrasion, and its condition to resist the action of the water cannot be improved. To prevent the larger growth of trees, it may be desirable to cut them the present winter.

BRIDGES.

The bridges over the canal have demanded considerable attention during the past year. All our bridges having been destroyed during the war, they were replaced in a great hurry with inferior lumber, and consequently they decayed rapidly. Bridge No. 1 (Great Bridge), was replaced last year, and lately, Bridge No. 3 (Coinjock), has been entirely renewed. No. 2 (North Landing), is now being rebuilt. Were the means of the Company sufficient, it would perhaps be economy to renew them with iron structures and stone piers.

LOCK.

The Lock has worked well, and from its peculiar construction, so well adapted to the trade, rafts half a mile in length pass

through it without being disconnected. The time and expense saved to lumbermen by this arrangement is appreciated by them. The gates which have been in use ever since the construction of the canal have had slight repairs during the past year ; but are now in a questionable condition. Arrangements have been made for building two pairs ; and, if, on taking the others out, it is found that by repairing that portion above water, and the part more exposed to decay, they can be repaired, they may be restored without very great additional expense. It is proposed at the first favorable opportunity to build gates of iron, as being more durable. As no Iron Lock Gates are used on the canals of this country we shall, if we introduce them, be the pioneer in this, as we have been in so many other improvements.

STEAM NAVIGATION.

This canal is the only one in this country on which *steam* is used *exclusively*. The Legislature of the State of New York, at its last session, offered a reward of one hundred thousand dollars (\$100,000) to any party that would introduce steam as a motive power on the Erie Canal, in a manner that would prove as economical as horse-power, and attain a higher rate of speed. Such a large reward has stimulated the inventive genius of our people, and hundreds of plans have been suggested, not one of which, to this time, has accomplished greater results than are now obtained on this canal.

When the Albemarle and Chesapeake Canal was projected as a steam canal, *with no tow-path*, its projectors were looked upon as visionaries. The result of their labors has proved the soundness of their judgment. More than 35,000 vessels have passed through their canal, propelled or towed by steam, no animal power having been used.

INLAND NAVIGATION.

The inland navigation, extending from the sounds of North Carolina to Baltimore, Philadelphia and New York, continues to attract the attention of shippers. Efforts are being made to induce capital to embark in the establishment of a steam tow-boat line, with suitable barges, to run from all portions of eastern North Carolina and Virginia to Norfolk, thence, by inland route, to the great Atlantic cities. It is believed the expense of trans-

portation can be reduced below that of sail vessels. The great increase of the traffic in lumber, railroad ties, shingles, staves, corn, naval stores, telegraph poles and heavy ores, makes the establishment of such a line a necessity.

During the past year many enterprising lumbermen have purchased largely of timbered lands in Eastern North Carolina, bordering on the creeks and rivers, and have gotten out a vast quantity of mill timber, which has been rafted to the North. This business is destined to create a revolution in the lumber trade. The towing through the sounds and up the Chesapeake Bay has been done with economy and safety; in fact, the loss has been far less than that on the Susquehanna river.

THE COMMERCE.

The business of the canal has steadily increased—not so rapidly as we could wish—but still there has been a steady increase, notwithstanding there has been no addition to the population of the country. Immigration has not set in. The Northwest still continues to attract foreigners. Until some concerted movement is made to induce immigration to the South, its superior advantages in climate, soil and markets, will not be appreciated. Eastern North Carolina presents inducements to settlers which need only to be known to prove attractive. The country adjacent to this canal embraces a territory as large as all the New England States together, excepting Maine, and has a navigation exceeding eighteen hundred miles in extent, offering easy and rapid communication to the principal markets of the country. If these *facts* were known to the emigrant, the population of this section would be augmented to double its present number before another decade.

The increase in cotton during the past year has been 9,562 bales; fish, 5,924 barrels; peas and beans, 3,167 bushels; potatoes, 7,215 bushels; wheat, 987 bushels; timber and sawed lumber, 674,593 feet; shingles, 15,529,400; staves, 134,000; fresh shad, 200,000; watermelons, 23,600.

The following articles decreased: Naval stores, 5,256 barrels; corn, 64,700 bushels; railroad ties, 11,824; wood, 5,252 cords.

There has been a considerable increase in articles not heretofore particularly mentioned, viz., juniper, poplar and beach logs,

rafts, 49; 1,967 cords; peaches, 8,335 boxes; passengers, 3,813.

The number of vessels going north was 2,471; south, 2,429; total, 4,900; composed as follows: Steamboats, 1,656; schooners, 944; sloops, 555; barges, 183; lighters, 1,030; boats, 483; total, 4,900.

THE REVENUE.

The tolls, north and south, last year were \$47,662.56; this fiscal year, \$55,778.72; a gain of \$8,116.16. The towing last year was \$10,567.61; this year, \$8,806.77; making a loss of \$2,760.79.

The Dismal Swamp Canal in its most prosperous year, 1853, received for canal and road tolls only \$45,119.16. At that time there was shipped among other articles, 24,577 barrels fish; 32,760 barrels naval stores; 1,560,845 bushels corn, 63,364 bushels wheat; 1,648,000 feet lumber and timber; 5,700,000 staves, 43,500,000 shingles; &c., &c.

When we consider the age of the Dismal Swamp Canal, it having been constructed in 1787; having had nearly a century to develop its trade, and not having been injured by the late war, we are agreeably astonished at the progress made by the Albemarle and Chesapeake, in so short a time. The relative amount of business may be observed by reference to the tables annexed.

EARLY FRUITS AND VEGETABLES.

Norfolk County has of late years been a garden for New York and other large cities. The rapid and frequent steam communication, centering at Norfolk City, has given great facilities for the transportation of early fruits and vegetables to the Northern markets. Such has been the rapid growth of this business that to accommodate it steamships are daily departing for Baltimore, Philadelphia, New York and Boston. Lands contiguous to the city of Norfolk which before the development of this business, did not command over ten to twenty dollars per acre, are now selling from three hundred to one thousand dollars per acre.

The lands along the line of the canal in Virginia and those upon North Landing River and Currituck Sound, North Carolina, convenient to navigation, may become equally as valuable, because they can produce vegetation from five to ten days earlier than Norfolk, and they possess facilities for reaching the market by *water*, which is less expensive and better than land transportation.

Statement of Receipts and Disbursements of the Albemarle and Chesapeake Canal Co., for the fiscal year ending September 30, 1871.

1871. To balance on hand as stated per annual account	
30th September, 1870.....	\$5,291 27
To receipts from 30th September, 1870, to 30th September, 1871, as follows:—	
From Tolls.....	\$55,269 22
Towing.....	8,806 77
Rent of depot.....	443 75
Bank loan.....	3,934 00
Interest.....	85 43
Hire of tugs, &c.....	2,089 21
Percentage on toll orders.....	509 50
United States tax reserved.....	262 51
	71,400 39
	\$76,691 66

EXPENDITURES.

By paid for attendance and repairs of bridges Nos. 1, 2 and 3	\$1,339 60
For attendance and repairs of locks.....	1,637 51
For labor, pile-driving, removing logs, &c.....	4,860 10
For removing shoals, dredging, and placing stakes, including fuel for dredge.....	5,914 52
For attendance, &c. (Coinjock Light House).....	81 93
For Coal and Oil for tow-boats.....	\$2,498 81
For repairs of tow-boats.....	6,686 28
For Wages and Provisions, tow-boats.....	6,000 92
	15,186 01
For rent and repairs of depot and wharf.....	1,282 42
For coupons from first mortgage bonds.....	21,183 73
For stationery, printing, advertising, revenue stamps, traveling expenses &c., also law fees.....	1,336 90
For salaries of President, Auditor, Collector, Secretary and Clerk.....	5,930 00
For Exchange National Bank loan.....	7,000 00
For Norfolk County Township tax on Company's land..	36 15
Balance.....	10,902 79
	\$76,691 66
To balance on hand.....	\$10,902 79
Bills receivable.....	2,921 79
Currituck County bonds	1,300 00
	\$15,124 58

E. & O. E.

NORFOLK, VA., 30th September, 1871.

B. F. TEBAUT, *Treasurer,*

OFFICE OF THE ALBEMARLE AND CHESAPEAKE CANAL COMPANY,
NORFOLK, VA., October 26, 1871.

To the Directors of the Albemarle and Chesapeake Canal Company :

GENTLEMEN :—I beg leave, respectfully, to report that I have made a rigid examination of the receipts and expenditures made by your Company during the last fiscal year, as presented by the accounts of the Treasurer, and find them in all cases correct. I again invite your attention, most urgently, to the suggestion I made to you at the time of my last annual report, which was the propriety of setting apart a portion of our annual earnings as a sinking fund for retiring the bonds of the Company now outstanding.

There is nothing that gives greater stability and character to a company than an unflinching determination to pay its indebtedness, and the best evidence of this determination is the pledge and actual deposit of a portion of its funds for that purpose.

Respectfully submitted,

A. C. POWELL, *Auditor.*

Statement of Affairs of the Albemarle and Chesapeake Canal Company
September 30, 1871.

Authorized Capital..... \$1,500,000 00

LIABILITIES.

Stock held by the State of North Carolina..... \$350,000 00

Stock held by County of Currituck, N. C..... 44,000 00

Stock held by individuals..... 494,100 00

\$888,100 00

Bills payable..... 2,776 15

Open accounts..... 1,080 00

Total liabilities..... \$891,956 15

Liabilities as indicated..... \$891,956 15

First mortgage bonds issued..... 400,000 00

Total liabilities, including bonds..... \$1,291,956 15

ASSETS.

First mortgage bonds (\$400,000), all issued.....

Currituck County bonds..... \$1,300 00

Cash and bills receivable..... 13,824 58

Total assets..... \$15,124 58

Comparative Monthly Statement of Receipts, Albemarle and Chesapeake Canal, for the fiscal year ending Sept. 30, 1871.

Year.	Month.	Towing.	Tolls.	Total.	Year.	Month.	Towing.	Tolls.	Total.
1869	October	\$954 29	4,300 50	5,255 79	1870	October	747 07	\$4,351 93	5,099 00
"	November	825 34	4,282 98	5,108 32	"	November	492 33	4,164 06	4,656 39
1870	December	1,151 02	4,417 14	5,568 16	"	December	592 93	3,958 97	4,551 90
"	January	1,221 27	4,485 58	5,706 85	1871	January	907 69	3,996 05	4,903 74
"	February	1,109 59	3,706 90	4,816 49	"	February ..	7,075 47	4,997 65	6,073 12
"	March	102 32	3,885 85	4,988 17	"	March	1,204 14	5,107 63	6,311 77
"	April	906 48	4,293 59	5,200 07	"	April	960 07	6,022 23	6,982 30
"	May	765 42	3,640 47	4,405 89	"	May	938 97	6,051 07	6,990 04
"	June	654 90	2,799 61	3,454 51	"	June	585 65	5,110 60	5,696 25
"	July	952 59	5,073 62	6,026 21	"	July	373 51	3,896 80	4,270 31
"	August	459 49	2,775 29	3,234 78	"	August	441 69	4,246 26	4,687 95
"	September	464 90	4,001 03	4,465 93	"	September	487 25	3,875 47	4,362 72
		10,567 61	47,662 56	58,230 17			8,806 77	55,778 72	64,585 49
Receipts from Tolls and Towing for the fiscal year ending 30th September, 1871.....									
"	"	percentage on orders	"	"	"	"	"	\$64,075 99	64,585 49
"	"	Tolls and Towing and percentage on orders for the fiscal year ending 30th Sept., 1870						509 50	58,734 47
Excess over the year ending 30th September, 1870.....									
PERCENTAGE.									
TOLLS.									
North	\$42,174 26	North	\$470 00	North	\$5,216 81				
South	13,094 96	South	39 50	South	3,589 96				
	\$55,269 22		\$509 50		\$8,806 77				
Total Tolls, Percentage and Towing, as above									
Tolls received from U. S. Vessels and included in the above statement.....									
.....\$1,201 15.									

NORFOLK, VA., September 30, 1871.

Comparative Statement of Tolls and Towing received during the years ending 30th September, from 30th September, 1865, to 30th September, 1871.

TOLLS.

Year 1866. Received for year ending 30th September, 1866.....	\$41,346 54
“ 1867. “ “ “ 1867.....	48,682 01
“ 1868. “ “ “ 1868.....	47,872 43
“ 1869. “ “ “ 1869.....	45,073 60
“ 1870. “ “ “ 1870.....	47,662 56
“ 1871. “ “ “ 1871.....	55,778 72
Total tolls for six years.....	<u>\$286,415 86</u>

TOWING.

Year 1866. Received for year ending 30th September, 1866.....	\$9,241 75
“ 1867. “ “ “ 1867.....	10,810 83
“ 1868. “ “ “ 1868.....	10,398 14
“ 1869. “ “ “ 1869.....	11,452 26
“ 1870. “ “ “ 1870.....	10,567 61
“ 1871. “ “ “ 1871.....	8,806 77
Total towing for six years.....	<u>\$61,277 36</u>

RECAPITULATION.

Receipts from tolls and towing for the years 1861, '62, '63, '64 & '65.....	\$160,566 19
“ “ “ “ year ending Sept. 1866.....	50,588 29
“ “ “ “ “ 1867.....	59,492 84
“ “ “ “ “ 1868.....	58,270 57
“ “ “ “ “ 1869.....	56,525 86
“ “ “ “ “ 1870.....	58,230 17
“ “ “ “ “ 1871.....	64,585 49
Total from tolls and towing for 11 years ending 30th Sept. 1871....	<u>\$508,259 41</u>
Receipts from other sources from 1861 to 1865, inclusive.....	\$8,992 81
“ “ “ 1866 to 1871, “ ..	6,543 94 15,536 75
Receipts from all sources in 11 years.....	<u>\$523,796 16</u>

NORFOLK, VA., 30th September, 1871.

*INWARD RECEIPTS of Produce through the Albemarle and Chesapeake Canal for the fiscal year ending
September 30, 1871.*

YEAR.	MONTH.	Bales Cotton.	Bbls. Fish.....	Barrels Naval Stores.	Barrels Spirits Turpentine.	Bushels Flaxseed	Bushels Corn.	Bushels Peas and Beans.	Bushels Potatoes.	Bushels Wheat.	Last Blocks	Bushels Peanuts.	Feet of Lumber. Board Measure.	Shingles.	Slaves.
1870	Oct. .	2,242	21	510	....	....	14,990	582	553	3,924	3,000	..	781,900	4,701,775	81,900
"	Nov..	4,658	180	585	22	134	7,531	1,337	1,553	492	....	....	622,650	3,755,170	36,600
"	Dec..	4,869	336	97	....	7	32,389	1,259	1,535	241½	500	....	640,235	1,787,075	27,700
1871	Jan'y	5,571	197	112	1	....	54,468	1,418	1,078	138	6,500	....	340,145	2,086,500	302,540
"	Feb'y	5,199	288	205	....	....	86,581	1,789	3,612	....	....	..	669,060	2,868,915	167,401
"	Mar'h	2,005	1,295	648	25	..	35,914	2,599	3,952	40	18,000	1,800	941,506	3,857,000	76,732
"	April.	835	6,351	216	....	....	26,176	1,765	2,506	220	1,200	....	1,339,271	4,465,390	66,850
"	May..	441	9,606	122	....	....	17,096	571	2,858	380	4,000	....	1,134,821	4,944,825	46,650
"	June.	823	24	35	....	....	7,650	108	1,831	....	....	....	2,442,320	5,488,400	31,600
"	July .	182	12	55	....	210	18,453	7	416	2,045	....	....	1,271,508	4,172,475	15,000
"	Aug..	217	8	259	....	977	9,590	....	950	1,042	2,000	....	1,398,744	5,479,125	46,618
"	Sept.	1,166	4	938	25	1,453	5,002	168	1,592	....	..	....	1,222,020	4,933,975	197,550
		28,248	13,263	3,782	73	2,781	315,840	11,603	22,436	8,195½	35,200	1,800	12,700,180	48,540,625	1,047,136

A—CONTINUED.

YEAR.	MONTH.	Pounds Rags.	Pounds Iron.	Railroad Ties.	Cords Wood.	Eggs—Number of dozen.	Pounds Bacon.	Blue Fish.	Fresh Shad.	Passengers.	Boxes Peaches.	Cords Juniper Logs.	Cords Poplar Logs.	Cords Bench Logs.	Watermelons.
1870	October.....	1,656	12,059	4,957	604½	1,118	1,025	....	....	78	....	158	....	....	....
"	November.....	6,000	700	4,450	671	774	6,511	14,104	....	112	....	100	....	....	....
"	December.....	1,653	...	5	730	1,400	14,682	....	....	239	....	100	....	....	....
1871	January.....	2,400	600	500	552	1,246	7,036	....	....	201	....	120	....	....	....
"	February.....	3,710	10,089	1,000	553	4,015	7,450	....	9,800	244	....	58	....	....	....
"	March.....	3,713	4,000	....	307¼	6,201	2,110	....	164,291	147	....	174	14	36	....
"	April.....	7,034	6,912	2,753	491	4,861	4,945	....	48,301	164	....	369	10	38½	....
"	May.....	2,948	39,550	6,438	634½	6,071	2,025	....	....	163	....	132	....	....	....
"	June.....	2,846	11,400	1,800	512	2,639	1,215	....	....	179	4,134	274½	....	23½	300
"	July.....	1,750	15,913	2,051	373½	2,132	2,772	....	....	147	4,156	68	....	24	90,662
"	August.....	12,946	13,250	3,652	402½	1,925	1,740	....	....	168	45	244	....	24	6,130
"	September.....	3,650	10,700	7,830	596	1,444	3,256	....	....	146	....	....	....	....	....
		50,300	125,186	35,646	6,469	33,949	54,769	14,104	222,401	1,968	8,935	1,797½	24	146	96,962

NORFOLL, VA., September 30, 1871.

A General Statement of leading items of the business of the Atlantic and Chesapeake Canal during the years ending 30th September, from 30th Sept., 1865, to 30th Sept., 1871, both inclusive.—INWARD.

YEAR.	MONTH.	Bales Cotton.	Bbls. Fish.	Bbls. Naval Stores.	Bbls. Turpentine.	Bus. Flax- seed.	Bus. Corn.	Bus. Peas and Beans.	Bus. Po- tatoes.	Bus. Wheat.	Last Blocks.	Bushels Peanuts.	Ft. Lumber Bd. Meas're.	Shinglee.
1866	September	6,977	16,561	16,545	216	923	220,154	7,323	7,398	22,520	....	..	3,137,360	30,886,592
1867	"	16,057	21,275	10,703	318	218	268,190	6,929	5,957	8,337	....	....	6,442,166	27,682,717
1868	"	16,099	11,547	5,716	17	451	111,030	4,687	10,318	5,526	....	....	6,540,945	45,812,865
1869	"	7,629	8,155	8,617	79	688	110,783	10,473	16,878	15,700	41,928	....	10,197,419	44,185,238
1870	"	18,656	12,339	9,038	110	2,300	380,546	8,436	15,221	7,208	....	....	12,124,587	33,011,225
1871	"	28,248	18,263	3,782	73	2,781	315,840	11,633	22,436	8,195½	35,200	1,800	12,799,180	48,540,625
		93,696	88,140	54,371	813	7,361	1,403,843	49,451	78,208	67,476½	77,123	1,800	51,241,657	220,220,292

YEAR.	MONTH.	Staves.	Lbs. Rags	Lbs. Iron.	R. Road Ties.	Cords Wood.	Eggs. No. doz.	Lbs. Bacon.	Blue Fish.	Fresh Shad.	Passen- gers.	Boxes Peaches.	Cords Juni- per Logs.	Cords Poplar Logs.	Cords Water- melons.
1866	September.,	1,294,527	....	....	"	2,601	....	100,496	....	84,917	....	....	....	....	....
1867	"	2,172,001	....	....	"	5,980	....	67,015	....	163,280	....	....	....	....	....
1868	"	2,470,269	....	....	5,609	6,532	....	31,183	....	215,149	....	....	....	....	....
1869	"	2,476,253	....	....	39,140	8,240	....	7,089	....	....	....	....	....	....	91,778
1870	"	917,120	....	....	47,470	11,711	....	5,390	....	22,682	....	....	....	....	73,341
1871	"	1,047,136	50,300	125,186	35,646	6,469	33,919	54,769	14,104	222,401	1,988	8,335	1,797½	24	146
		10,317,316	50,300	135,186	127,865	41,484	33,949	265,923	14,104	708,429	1,988	8,335	1,797½	24	146

NORFOLK, VA., September 30, 1871.

OUTWARD SHIPMENTS through the Albemarle and Chesapeake Canal for the fiscal year ending 30th September, 1871.

Year.	Month.	Bbls. Bread and	Bbls. Beef,	Bbls. Beer and	Bbls. Flour.	Bbls. Fish.	Bbls. Molasses.	Bbls. Spirits.	Bbls. Sugar.	Bags Coffee	Boxes Hats and	Boxes Soap and	Boxes Tobacco.	Dry Goods—Cu-	Hardware—cubic	Keys Nails.	Crates Ware.	Casks Lime and	Bushels Oyster	Lbs. Iron.	Tons Guano.	Sacks Salt.	Bushels Salt.	Tons Ice.	Bales Hay.	Passengers.	Bushels Agricul-	Barrels Oil.
1870	Oct.	132	438	1	1,766	244	252	237	292	188	356	747	37	3904	1089	293	40	.....	3500	22635	14	1092	300	2	121	133	3137	...
"	Nov.	95	327	....	1,361	162	105	203	126	94	133	695	20	1551	39	95	7	.....	10085	92250	4	1041	460	25	203	195	477	...
"	Dec.	161	263	....	1,441	124	112	330	121	81	163	994	19	1373	.....	147	9	159	6890	8661	3	1753	1159	3½	380	141	10254	...
1871	Jan.	124	798	14	1,535	94	163	225	172	127	25	605	25	1095	38	157	5	86	3301	4140	13	881	97	2	483	165	7394	39
"	Feb.	136	493	20	1,322	184	152	172	152	157	81	766	83	915	.....	193	3	70	3270	6340	140½	250	2500	134	744	189	4387	50
"	Mar.	94	414	32	1,417	227	310	211	117	115	46	608	47	577	.....	2140	6	116	3450	49317	127½	798	14100	389½	1023	139	3790	44
"	Apr.	74	351	44	1,592	211	330	114	200	112	93	566	20	3388	247	149	42	151	3872	3100	319	1457	6880	116½	1063	120	300	49
"	May.	80	291	14	1,367	75	275	91	132	75	30	415	44	797	.....	62	10	69	3555	7300	20½	550	1675	.....	1047	135	200	36
"	June	64	304	21	2,229	85	229	95	95	73	19	332	34	393	.....	79	4	131	...	7300	3½	69	.....	.....	620	159	50	31
"	July	60	370	....	1,546	88	209	83	100	48	8	292	39	413	.....	97	.....	136	.....	3950	7½	110	.....	59½	316	184	100	23
"	Aug.	123	148	...	1,694	27	225	98	139	107	24	506	21	680	.....	161	3	89	.....	4455	3½	279	.....	59	231	146	2435	25
"	Sept.	105	528	63	1,978	86	292	189	207	104	187	1097	30	3491	.....	227	23	111	1500	16050	.....	619	700	2½	122	119	2880	47
		1,248	4728	209	19,148	1606	2663	2048	1853	1281	1165	7023	419	18577	1413	3800	152	1118	39423	225498	655½	8899	27871	793½	6353	1825	35494	344

NORFOLK, VA., September 30, 1871.

A General Statement of the leading items of the business of the Albemarle and Chesapeake Canal, during the years ending 30th September, from 30th September, 1865, to 30th September, 1871, both inclusive.—OUTWARD.

YEAR.	MONTH.	Barrels of Bread and Cakes.	Barrels of Pork and Beef.	Barrels of Beer and Cider.	Barrels of Flour.	Barrels of Fish.	Barrels of Molasses.	Barrels of Spirits.	Barrels of Sugar.	Bags of Coffee.	Boxes of Hats and Shoes.	Boxes of Soap and Candles.	Boxes of Tobacco.	Dry Goods—Cubic Feet.	Hardware—Cubic Feet.	Kegs of Nails.	Crates of Ware.	Casks of Lime and Cement.	Bushels of Oyster Shells.	Pounds of Iron.	Tons of Guano.	Sacks of Salt.	Bushels of Salt.	Tons of Ice.	Bales of Hay.	Passengers.	Bushels Agricultural Lime.	Barrels of Oil.
1866	Sept.	415	483	63	4335	481	613	774	612	398	503	532	115	18,672	1257	826	54	1159	.....	14,150	487	6717	18,499	.....	.....	.....	.....	.....
1867	"	954	1574	103	5607	307	1053	888	1169	823	377	1393	142	22,612	280	1175	66	1510	.....	36,241	1925	5555	36,569	.....	.....	.....	.....	.....
1868	"	1013	3262	28	6637	631	1235	515	1011	617	379	1225	71	14,859	151	1010	72	950	.....	21,073	261	4951	21,623	.....	.....	.....	.....	.....
1869	"	1087	2405	79	8474	1109	1609	896	853	649	388	2080	240	13,257	1219	1110	102	3507	.....	71,601	496	4411	20,792	259	1579	.....	.....	.....
1870	"	1011	3709	54	16,321	2212	2136	1247	1347	924	905	6391	354	18,107	.....	1509	134	4021	35,312	.....	1049	7244	11,913	.....	2788	.....	.....	.....
1871	"	1248	4728	209	19,148	1607	2663	2048	1853	1281	1105	7623	419	18,577	1413	3500	152	1118	39,423	227,498	655½	8899	27,871	798½	6353	1825	35,494	344
		5728	17,161	536	60,532	6347	9309	6468	6845	4692	3717	19,254	1341	106,184	4320	9430	580	12,205	74,735	368,563	4873½	37,777	137,267	1052¾	10,670	1825	35,494	344

NORFOLK, VA., September 30, 1871.

REPORT of Number and Class of Vessels passing through the Albemarle & Chesapeake Canal, for the fiscal year ending 30th September, 1871.

Year.	Month.	Steamers.	Schooners.	Sloops.	Barges.	Lighters.	Boats.	Rafts.	Total.
1870	October.....	144	52	31	12	94	11	...	344
"	November.....	139	44	33	10	99	10	2	342
"	December.....	116	110	37	9	96	21	...	389
1871	January.....	143	75	42	9	61	11	1	342
"	February.....	151	102	68	13	101	26	...	461
"	March.....	182	122	104	12	72	28	6	536
"	April.....	141	104	50	18	99	65	5	482
"	May.....	145	122	59	19	96	56	10	507
"	June.....	127	52	40	20	83	104	13	429
"	July.....	167	70	33	14	65	94	6	389
"	August.....	139	46	22	27	84	22	5	345
"	September.....	122	45	31	20	80	25	1	324
		1,656	944	555	183	1,030	483	49	4,900
North		804	484	269	107	528	230	49	2,471
South		852	460	285	76	502	253	...	2,429
Total North and South		1,656	944	555	183	1,030	483	49	4,900

Number and Class of Vessels passing through the Albemarle and Chesapeake Canal from 30th September, 1860, to 30th September, 1871, inclusive.

Year.	Steamers.	Sch'rs.	Sloops.	Lighters.	Barges.	Rafts.	Boats.	Total.
1861	671	1,139	74	300	153	8	179	2,524
1862	453	192	88	275	69	...	188	1,265
1863	377	69	71	292	16	...	125	950
1864	953	24	15	96	124	5	174	1,391
1865	1,300	266	190	79	122	3	602	2,562
1866	1,062	736	302	338	256	18	921	3,633
1867	1,112	907	358	763	313	29	761	4,243
1868	1,093	944	442	778	381	26	1,066	4,730
1869	1,128	752	398	950	207	36	1,017	4,488
1870	1,487	859	437	911	167	35	486	4,382
1871	1,656	944	555	1,030	183	49	483	4,900
11,292		6,832	2,930	5,812	1,991	209	6,002	35,058

NORFOLK, VA., September 30, 1871.

Microfilmed
SOLINET/ASERL PROJECT

List of Steamers navigating the Albemarle and Chesapeake Canal, number of passages, and amount of Tolls paid, for the year ending 30th September, 1871.

NAME.	Passen- gers.	Tolls.	NAME.	Passen- gers.	Tolls.
Astoria.....	103	3,784 57	Amount brought foward...	1,027	\$17,485 60
Argo.....	1	117 50	Isis.....	1	36 50
Atlas, Tug.....	8	.....	Isadore,.....	1	87 50
Alpine.....	1	4 20	Louisa.....	43	2,836 09
Alto.....	28	241 05	Lynnhaven.....	57	930 62
Adams, H. A.....	6	247 25	Lumberman.....	52	712 09
Brothers.....	33	288 43	Lane and barge.....	45	1,175 13
Cygnct.....	219	1,639 64	Minder, Ben.....	29	1,198 58
Cannon, L. G.	95	2,823 40	Olive.....	83	1,411 96
Carrituek.....	59	1,638 63	Pulver, P.....	8	292 00
Coleman, I. D.....	48	1,335 90	Rotary.....	51	1,236 73
Commeree.....	37	1,289 48	Roanoke (U. S. Service)...	4	117 60
Chowan, Tug.....	165	.....	Rose.....	1	78 00
Croatan, Tug.....	73	.....	Reindeer (Tng).....	9	.....
Clarion and Lighter.....	9	70 18	Rockaway.....	3	67 75
Carolina, N.....	33	673 71	Rockwell, J. S.....	10	181 90
Chamberlain, E.....	46	1,404 25	Seward (U. S. Service).....	1	100 00
Dunn, Emma.....	24	618 73	Stevens, E. A.....	1	56 00
Dandelion, (U. S. Service)..	3	234 00	Tulip (U. S. Service).....	14	624 00
Endeavor, (U. S. Service)..	1	24 00	Townsend, Joe.....	82	662 02
Emma.....	25	819 80	United... ..	8	357 92
Guy, Jas.....	1	60 00	Vernon, Mount.....	4	144 51
Heliotrope (U. S. Service) .	1	60 00	Virginia and barge.....	2	63 14
Hitchcock.....	1	24 30	Washington, Geo.....	12	60 83
Hackensack.....	2	84 55	Wave, Silver.....	2	68 00
In Time (Yacht).....	2	21 00	Wentz Mollic.....	20	205 92
Carried foward.....	1,027	\$17,485 60	Total	1,570	\$30,190 38

INLAND NAVIGATION!

Albemarle & Chesapeake Canal,

TOGETHER WITH THE
CHESAPEAKE & DELAWARE CANAL,
And DELAWARE & RARITAN CANAL,
Form the Great Inland Navigation from

NEW YORK, PHILADELPHIA AND BALTIMORE,

—TO—

NORTH CAROLINA AND THE SOUTH,
by Canals and inland navigation for Steamboats, Sailing Vessels, &c.,
avoiding the dangers of Cape Hatteras and the coast of
North Carolina—saving time and insurance.

—:0:—

DIMENSIONS OF LOCKS.

	Length. ft.	Width. ft.	Depth. ft.
Albemarle and Chesapeake Canal, - - -	220	40	7
Chesapeake and Delaware Canal, - - -	220	24	8
Delaware and Raritan Canal, - - -	220	24	7
Erie, of New York, - - - - -	110	18	7

—:0:—

 Light-draft steamers bound to Charleston, Savannah, Florida and the West Indies, take this route.

Steam tug Boats leave Norfolk daily, towing sail vessels, barges, &c., to and from North Carolina.

Freight Steamers leave Norfolk for the following places regularly: Edenton, Elizabeth City, Hertford, Plymouth, Jamesville, Williamston, Hamilton, Hill's Ferry, Palmyra, Scotland Neck, Halifax, Weldon, Columbia, Fairfield, Windsor, Winton, Gatesville, Murfreesboro', Franklin, Currituck, Coinjock, Roanoke Island, Washington, Greenville, Tarboro' Indiantown, Bay River, and Newbern.

And the following rivers and sounds: North Landing, North, Pasquotank, Little Perquimans, Cashie, Yeopim, Chowan, Nottoway, Meherrin, Blackwater, Currituck Sound, Roanoke Sound, Northwest, Tulls Creek, Indian, Roanoke, Scuppernong, Alligator, Pamlico, Neuse, Tar, Pungo, Bay River, Pamlico Sound, Albemarle Sound.

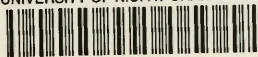
 For rates of tolls, Towing, &c., apply to

H. V. LESLEY, Treasurer C. & D. Canal Co.,
417 WALNUT STREET, PHILADELPHIA.

Or to

MARSHALL PARKS,
Pres't A. & C. Canal Co., Norfolk.

UNIVERSITY OF N.C. AT CHAPEL HILL



00032731090

FOR USE ONLY IN
THE NORTH CAROLINA COLLECTION
